

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A device for controlling a braking of a vehicle having front and rear wheels, a braking system generating braking forces on the respective wheels, at least one means of acquiring a first value involved with rear wheel braking forces, said at least one means including a detector detecting an amount of a braking action by a driver of the vehicle, and the device starting execution of a braking force distribution control in which braking force on the rear wheels is lowered in comparison with braking force on the front wheels in response to a judgment of starting of braking force distribution control made based upon athe first value involved with rear wheel braking force, wherein the judgment of starting of braking force distribution control is made based upon a second value involved with rear wheel braking force having a slower responsibility to the braking action than the first value when an increasing rate of the braking action by the driver detected by the detector is higher high for the judgment of starting of braking force distribution control.

2. (Currently Amended) A device of claim 1, wherein the vehicle further comprises means of acquiring at least a first value involved with a deceleration of the vehicle, and the judgment of starting of braking force distribution is made based upon athe first value involved with the deceleration of the vehicle and the either of the first and second values involved with rear wheel braking force, characterized in using a second value involved with the deceleration of the vehicle having a faster responsibility to the braking action than the first value involved with the deceleration of the vehicle, instead of the first value involved with the deceleration of the vehicle, when the increasing rate of the braking action by the driver detected by the detector is high for the judgment of starting of braking force distribution control.

3. (Currently Amended) A device of claim 2, wherein the vehicle comprises a detector of detecting a deceleration of the vehicle; the first value involved with the deceleration of the vehicle is obtained by passing a value detected with the detector through a low-pass filter having a first cut-off frequency; and the second value involved with the deceleration of the vehicle is obtained by passing a value detected with the detector through a low-pass filter having a second cut-off frequency higher than the first cut-off frequency.

4. (Original) A device of claim 2, wherein the vehicle comprises a detector of detecting a deceleration of the vehicle; the values involved with the deceleration of the vehicle are obtained by passing a value detected with the detector through a low-pass filter having a cut-off frequency; and the cut-off frequency is risen up when the increasing rate of the braking action by the driver detected by the detector is high, generating the second value involved with the deceleration of the vehicle.

5. (Original) A device of claim 1 wherein braking force on the front wheels during execution of the braking force distribution control is increased, characterized in that a braking force increment on the front wheel is determined based upon an increment of the braking action estimated using the first value involved with rear wheel braking force; but, when the increasing rate of the braking action by the driver detected by the detector is high, the braking force increment is determined based upon an increment of the braking action estimated using the second value involved with rear wheel braking force.

6. (Original) A device of claim 1, wherein the braking system comprises a hydraulic circuit connected with a master cylinder and braking force generating apparatus including wheel cylinders provided for the respective wheels; and the braking action is reflected in a pressure in the master cylinder; the first value involved with rear wheel braking force is a value involved with the pressure in the master cylinder; and the second value

involved with rear wheel braking force is an estimation of a pressure in the rear wheel cylinder.

7. (Original) A device of claim 6, wherein the estimation of the pressure in the rear wheel cylinder is estimated based upon flow of operational fluid into the rear wheel cylinder.

8. (Original) A device of claim 6, wherein the vehicle comprises a master cylinder pressure detector; and the value involved with the pressure in the master cylinder is a master cylinder pressure detected by the master cylinder pressure detector.

9. (Currently Amended) A device of claim 5, wherein, after starting the braking force distribution control, the increment of the braking action is estimated based upon the difference between a current first value involved with rear wheel braking force and the value involved with rear wheel braking force selected from the first and second values involved with rear wheel braking force used in-upon the judgment of starting of the braking force distribution executed currently.

10. (Original) A device of claim 1, wherein an increasing rate of the braking action by the driver detected by the detector is judged as high when the increasing rate exceeds a predetermined value.

11. (Currently Amended) A device for controlling a braking of a vehicle having front and rear wheels, a braking system generating braking forces on the respective wheels and a hydraulic circuit connected with a master cylinder and braking force generating apparatus including wheel cylinders provided for the respective wheels, a master cylinder pressure detector detecting a pressure in the master cylinder in which pressure of a braking action being reflected in a pressure in the master cylinder is reflected, and the device executing a braking force distribution control in which braking force on the rear wheels is lowered in comparison with braking force on the front wheels in response to a judgment of

starting of braking force distribution control made based upon the master cylinder pressure detected by the master cylinder pressure detector, characterized in that the judgment of starting of braking force distribution control is made based upon an estimation value of a pressure in the rear wheel cylinder when an increasing rate of the ~~braking action by the driver detected by the detector~~ master cylinder pressure is high.

12. (Currently Amended) A device of claim 10 11, wherein, when ~~an~~ the increasing rate of the ~~braking action by the driver detected by the detector~~ master cylinder pressure does not exceed a predetermined value, the judgment of starting of braking force distribution control is made when the master cylinder pressure exceeds a holding pressure and, when ~~an~~ the increasing rate of the ~~braking action by the driver detected by the detector~~ master cylinder pressure exceeds the predetermined value, the judgment of starting of braking force distribution control is made when the estimation of a pressure in the rear wheel ~~sensor~~ cylinder exceeds a holding pressure.

13. (Original) A device for controlling a braking of a vehicle having front and rear wheels, a braking system generating braking forces on the respective wheels, a sensor sensing a deceleration of the vehicle and producing a deceleration signal, and a detector detecting an amount of a braking action by a driver of the vehicle, and the device starting execution of a braking force distribution control in which braking force on the rear wheels is lowered in comparison with braking force on the front wheels in response to a judgment of starting of braking force distribution control made based upon the deceleration signal, characterized in that, when an increasing rate of the braking action by the driver detected by the detector does not exceed a predetermined value, the deceleration signal is passed through a low-pass filter having a first cut-off frequency; and when an increasing rate of the braking action by the driver detected by the detector exceeds the predetermined value, the deceleration signal is

passed through a low-pass filter having a second cut-off frequency higher than the first cut-off frequency.